



Tacoma Narrows Constructors Ironworkers install a strand jack used to move the gantry cranes at the new Tacoma Narrows Bridge. The gantry cranes on the bridge cables are used in deck lifting operations.

WSDOT and Construction Trades Employment Contacts

The Washington State Department of Transportation
<http://www.wsdot.wa.gov/employment/>

Labor & Industries
<http://www.lni.wa.gov/default.asp>

Washington State Building and Trades Council
<http://www.wabuildingtrades.org/buildingtrades/index.htm>

Construction Industry Training Council
<http://www.citcwa.com/default.htm>

AGC of Washington; Seattle, WA
<http://www.agcwa.com/>

AGC of Washington; Inland Northwest Chapter; Spokane, WA
<http://www.northwestagc.net/>

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WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

The Washington State Department of Transportation Apprenticeship Utilization Program

September 2006



Tacoma Narrows Constructors Ironworkers compact the south main cable of the new Tacoma Narrows Bridge. The cable is made up of 8,816 wires.

WSDOT is committed to using apprentices on all Department of Transportation projects estimated to cost two million dollars or more.

As directed by the Washington State Legislature (RCW 39.04.320 and 2006 c 3 s 3), Washington state will have an adequate supply of skilled workers in the construction industry for the future.



**Washington State
Department of Transportation**

WSDOT's Apprenticeship Utilization Program Background and Workforce Outlook

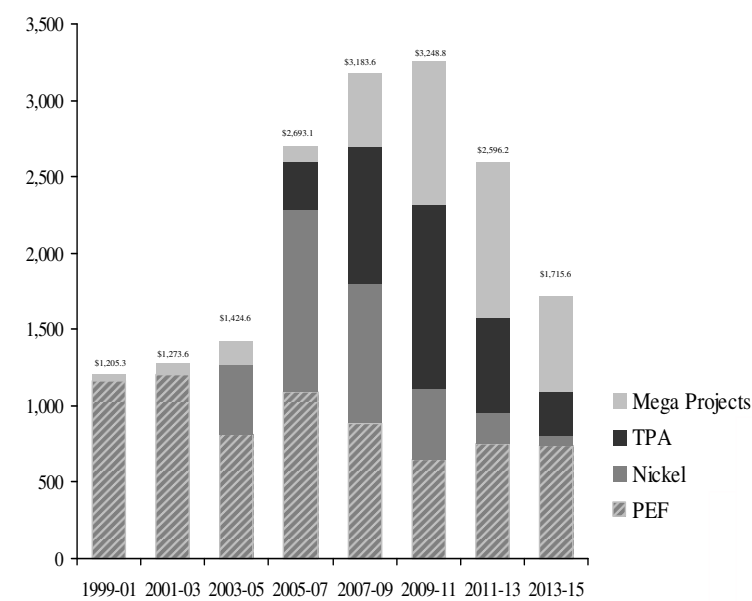
During the 2005 Session, the Legislature passed 2SSB 6480, which allows WSDOT to implement an apprenticeship program in WSDOT construction contracts. This bill phases in the apprenticeship provision, starting at 10% of the total labor hours on projects estimated to cost \$5 million or more in 2007, 12% on projects estimated at \$3 million or more in 2008, and finally 15% on projects estimated at \$2 million or more in 2009. This bill also called for the Secretary of Transportation to create and convene an Apprenticeship Utilization Advisory Committee to help guide the Department's decision making process in the development, implementation and administration of this program.

As an early step toward implementation, WSDOT has undertaken the following activities:

1. WSDOT is establishing an Apprenticeship Utilization Advisory Committee which will meet regularly to discuss WSDOT implementation of this program. The committee will report back to the Legislature on effects of the requirement on transportation projects and on the availability of apprentice labor and programs statewide.
2. WSDOT is working with the construction industry to develop technical specifications which will be included in contracts beginning July 1, 2007.
3. WSDOT is laying the groundwork to use an apprenticeship requirement on four pilot projects (two east-side, two west-side) prior to July 2007.

* If you are interested in receiving periodic updates on the progress of this effort, please e-mail apprenticeship@wsdot.wa.gov.

Highway Construction Program
Dollars in Millions, 2006 Supplemental Budget



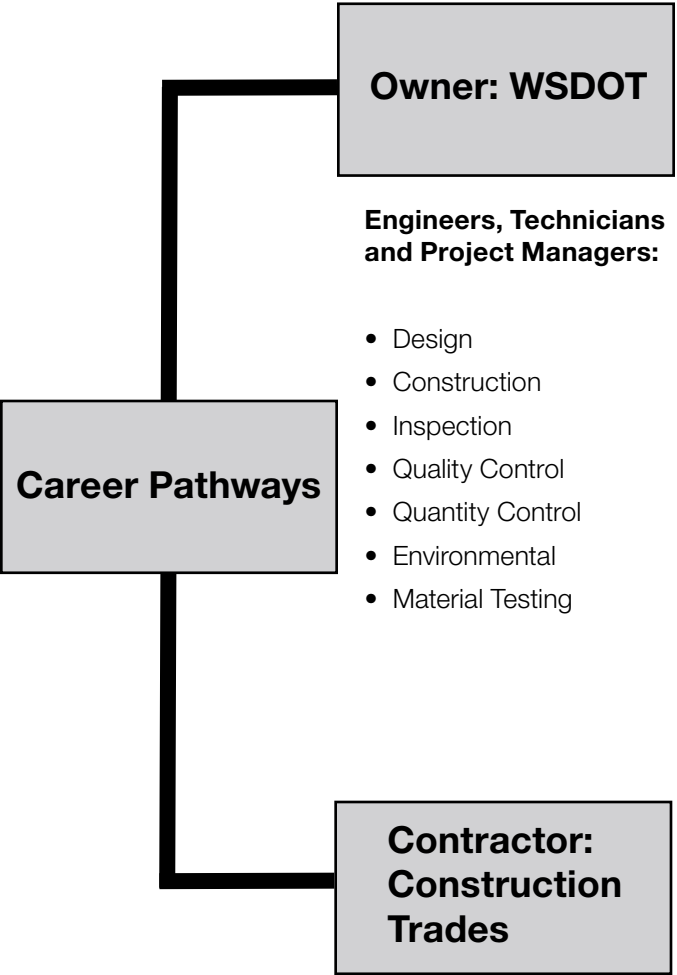
* This figure includes all Pre-Existing Funds (state and federal), Nickel and TPA funds. Includes Preservation and Improvement Programs with two exceptions: expenditures for the Tacoma Narrows Bridge and expenditures in the Improvement Program reimbursed by Sound Transit.

Large Program Stimulates Job Growth
WSDOT's highway construction program has nearly doubled in the past few years. The above chart shows the size of the program through 2015. WSDOT estimates a need for more skilled workers in the construction trades, as well as more program management staff at WSDOT.

WSDOT is phasing in apprenticeship requirements that will increase the number of skilled workers in the state. Besides skilled workers in the construction trades, WSDOT also predicts that it will need more trained engineers to help manage WSDOT projects.

Career Pathways for WSDOT Projects

There are several approaches to working in the construction industry on WSDOT projects, like the Tacoma Narrows Bridge. Two possible career pathways include working for WSDOT, the project "owner," and working for contractors who build the projects. For more training and apprentice opportunities, and information about different career pathways please refer to the web pages listed on the back page.



WSDOT Project Engineers Dennis Engel (left) and Eric Ostfeld observe the construction of the new Tacoma Narrows Bridge atop the existing bridge.



Ali Kareem, an Ironworker for Tacoma Narrows Constructors, makes individual wire strand adjustments to the main cable of the new Tacoma Narrows Bridge.

WSDOT Project Advertisement Date	Estimated Cost	% Apprentice Labor
Phase 1: July 1, 2007 - June 30, 2008	\$5 Million or greater	No less than 10%
Phase 2: July 1, 2008 - June 30, 2009	\$3 Million or greater	No less than 12%
Phase 3: After July 1, 2009	\$2 Million or greater	No less than 15%